

Are You Thinking of Going Abroad?

CALL OR WRITE US FOR INFORMATION

We are agents for every European and Oriental line, and have special arrangements for making reservations on all steamers. If desired, can arrange for tours either party or independent. Our bookings last year included some of the largest parties from Virginia. A business experience of over forty years enables us to guarantee satisfaction.

Winter Rates Until May 1st Will Apply on Trans-Atlantic Steamers

For travel in America, remember ours is the only authorized general ticket office in Richmond selling tickets to all points in the United States, Canada or Mexico, local and through. We sell thousands of passengers, yearly, through our various departments, and can sell you. We handle Pullman diagrams for all trains. Let us know your wants and we will do the rest.

Our Baggage Department

Will call for and check your baggage to destination of tickets, saving you inconvenience at stations. Uniformed agents on all incoming trains to meet passengers and arrange for delivery of baggage to residences and hotels, and provide cab and coach service. Our baggage wagons and cabs on call day or night.

TELEPHONES

Baggage and Cab Department:

General Offices—
Day, 46 and 1659.
Night, 48.

Ticket Department:

General Office, 3836.
Jefferson Hotel, 3832.
Murphy's Hotel, 1237.

Richmond Transfer Company, 809 E. Main Street, Richmond, Va.
Jefferson & Murphy's Hotel Branch Offices

WHAT POOR ROADS COST A COUNTRY

A View of Virginia Highways, as Expressed by an Outsider.

What the outsider thinks of the Virginia roads may be gleaned from the following article, which appeared in the New York American:

It cost a little over a billion dollars to haul the farm crops of America to market last year. With good roads, roads such as are to be found in some

parts of America and in all parts of France, the marketing of the crops would have cost \$400,000,000. Six hundred million dollars per year, then, is the price we pay in this land of the free for having impassable roads. Did ever a nation spend so much for so doubtful a luxury before? With American roads lying open and fathomless before the eyes of our foreign critics, what monstrous industries it is to talk of American dollar worship!

Most men of middle age can recall the annual picnic known as mending the roads. Just why it got that name no one has ever explained, for in practically every case the picnic left the roads in worse condition than before. The law in many States prescribed that each resident of a rural district must pay a certain road tax in labor each year. The payment of this tax was done under the supervision of a local officer, known as the pathmaster.

The customary time of payment was in the early summer, just before haying time, when there wasn't much else for the men and teams to do. The neigh-

borhood turned out with horses and plows and harrows, ripped up diverse sections of highway which the year's travel had packed to a more or less navigable condition, rounded them up nicely in the middle, scratched them up smooth with the harrows.

You were never expected to work very hard at these festive occasions, and the pathmaster who insisted on real work soon found himself unpopular. It was just as well, for since nobody had any knowledge of roadmaking, the more work the worse results. What some of these results were and are we have vivid testimony. Across Iowa last winter the "racing" autos had to take to the railroad tracks, because the common roads were simply impassable. Last March some misguided creatures began an automobile race from New York to Savannah, Ga. It was just at the opening of navigation on the country roads of the Middle South, the time when the roads are too thin for wheels and too thick for boots.

Across Virginia each racing automobile had an escort of six miles to put it out of extra deep mudholes and to haul its emergency rations of gasoline. Usually this was enough, but when an auto was so thoughtless as to stay in the mudhole all night, the mule teams had to be doubled, and all the negroes of the neighborhood conscripted to service before that particular contestant could proceed. The racers averaged four miles per hour across the old Dominion, perfectly stunning rate of speed, all things considered.

And yet the roads of America are vastly better than they once were, and the improvement is going on apace. The United States government is lending a hand by setting its spare scientists to work teaching the people of different regions how to make the best roads at the least cost.

The States are doing vastly more. New York in 1906 voted to spend \$50,000,000 on her highways, and while no other State is investing in roads at that rate, all are doing something. Cities are finding it good business to improve the roads leading out into the farming region; the farmers are beginning to tax themselves in a rational fashion for highway improvement, and many philanthropists have passed by the conventional college and library donations to spend their surplus funds on good roads. Historic mudholes are being slowly filled up, stone and concrete are replacing the crazy wooden bridges, and a hundred inventions have been made to help get the best results for the lowest expense.

Some of the last deserve attention. Macadam roads have long been accepted as the standard of highway construction. But macadam roads of the old pattern, with crushed stone eight inches thick, cost from \$6,000 to \$10,000 per mile. Now it has been found that three or four inches will do quite as well, and the cost is cut squarely in two.

Donelson-Eichelberger.
[Special to The Times-Dispatch.]
RICHMOND, VA., March 6.—Miss Helen Morris Eichelberger, the daughter of Mr. and Mrs. Harry D. Eichelberger of Chester, was married on last Wednesday afternoon to John E. Donelson, of this city. The wedding took place at the home of the bride's aunt, Mrs. Algernon W. Nelson, Nineteenth Street, South Highlands. The affair was quiet on account of the recent death of the bride's grandmother. Mr. Donelson is a prominent business man and is a member of the leading clubs of this city. Mr. and Mrs. Donelson will be in Richmond early next week.

Going to Europe.
[Special to The Times-Dispatch.]
BLACKSBURG, VA., March 6.—C. P. Miles, of Richmond, associate professor of modern languages and graduate manager of athletics at V. P. I., has been granted a year's leave of absence by the board of visitors, and will sail in July to spend that time in special study at the University of Leipzig.

Business Opportunities.
PATENTS SECURED OR FEE RETURNED.
Send sketch for free report as to patentability. GUIDE BOOK and WHAT TO EXPECT with valuable list of inventions Wanted, sent free. ONE MILLION DOLLARS offered for one invention; \$15,000 for others. Patents secured by us advertised free in World's Progress; sample free. EVANS, WILKENS & CO., Washington, D. C.

Where to Stop in Virginia
THE GUERRANT,
RICHMOND, VA.
AMERICAN PLAN.
THIRD AND MAIN STREETS.
New and up-to-date in every respect. On main car line. Five minutes' walk of retail shopping district.

THE CENTRAL HOTEL
EMPORIA, VA.
Recently remodeled, nicely furnished; unexcelled table; all outside rooms; electric lights; free bus to and from all trains. In fact, the best hotel located in the center of the business section of the city, and run by an old commercial salesman, who knows how.

TRY THE CENTRAL HOTEL WHEN IN EMPORIA, VA.
THE LEXINGTON
The most centrally located hotel in Richmond, being situated at the corner of Twelfth and Main Streets. All cars pass the Lexington. Every modern convenience. FELIX KEGAN and J. E. DONAHUE, Proprietors.

MURPHY'S HOTEL.
(Incorporated.)
EUROPEAN PLAN.
RICHMOND, VIRGINIA.
JOHN MURPHY, Manager.
A strictly modern house, fronting on three streets, in the heart of beautiful Richmond. Rooms fronting every way.

HOTEL LAFAYETTE
FARMINGTON, VA.
Step with us when you come. Good rooms, table and service.

The Good Old Summer Time WILL SOON BE WITH US
NATURAL BRIDGE HOTEL
In many respects the most attractive, healthful and interesting Virginia Mountain Resort.

OPEN ALL THE YEAR.
Write for booklet now and arrange to spend the summer at Natural Bridge.
C. H. PAXTON, Mgr., Natural Bridge, Va.

The Valentine Museum
ELEVENTH AND CLAY STREETS.
Open daily from 10 A. M. to 5 P. M. Admission, 1 cent. Free on Saturday.

Railroads.
Chesapeake & Ohio Railway
9:00 A. (Fast daily trains to Old Point, 4:00 P. (Newport News and Norfolk. 7:40 A.—Daily. Local to Newport News. 5:00 P.—Daily. Local to Old Point. 5:00 P. (Daily. Louisville, Cincinnati, Chicago. 11:00 P. (Cairo and St. Louis Pullmans. 8:00 A.—Daily. Ch'ville, exc. Sun. C. Forge. 5:15 P.—Week days. Local to Grille. 10:00 A.—Daily. Urbana, Lex., C. Forge. 5:15 P.—Week days. To Lynchburg.

Trains Arrive Richmond
Local from East—3:45 A. M., 8:15 P. M. Through from East—11:45 A. M., 7 P. M. Local from West—8:30 A. M., 7:40 P. M. Through—7:30 A. M. and 3:45 P. M. James River Line—8:35 A. M., 6:50 P. M. *Daily except Sunday.

Atlantic Coast Line
EFFECTIVE JANUARY 3, 1909.
TRAINS LEAVE RICHMOND DAILY.
For Florida and South: 8:15 A. M. and 7:25 P. M. *11:25 P. M.
For Norfolk: 9:00 A. M., 3:00 P. M. and 5 P. M. *11:25 P. M.
For N. & W. Ry., West: 9:00 A. M., 12:10 and 9:10 P. M.
For Petersburg: 9:00 A. M., 12:10, 3:00, 5:20 P. M., 6:00 P. M., 9:10 P. M., 7:25 and 11:15 P. M.
For Goldsboro and Fayetteville: 7:25 P. M. Trains arrive Richmond daily: 5:10, 6:45, 7:00 A. M., 8:35, 11:45 A. M., 1:04, 4:45 A. M., 7:20 P. M., 2:05, 6:50, 8:00 and 8:15 P. M.
*Except Sunday. **Except Monday. ***Sunday only.
Time of arrival and departures and connections not guaranteed.
C. S. CAMPBELL, D. P. A.

Where to Stop in Virginia
THE JEFFERSON
RICHMOND, VIRGINIA.
The most magnificent hotel in the South.
European plan exclusively.
Rooms single and en suite, with and without baths.
Rates, \$1.50 per day and upwards. SEND FOR BOOKLET.
P. M. FRY, Manager.

Winter Resorts.
HOTEL BOTHWELL,
ATLANTIC CITY, N. J.
Virginia Ave., second hotel from Boardwalk and Steel Pier; capacity 200; private baths, elevators, sun parlors, dining water, in room. Highest standard in cuisine and service. Terms and booklet mailed.
J. & N. R. BOTHWELL.

Schools.
McGUIRE'S UNIVERSITY SCHOOL
RICHMOND, VIRGINIA.
Established 1875. Prepares for all universities, colleges and U. S. Naval and Military Academies. Full course university and college. Lowest tuition for equal value. Address 7019 N. 24th Street, Richmond, Va.

The Confederate Museum
TWELFTH AND CLAY STREETS.
OPEN 9 A. M. TO 6 P. M.
ADMISSION, 25c.
SATURDAY FREE.

Railroads.
Southern Railway.
TRAINS LEAVE RICHMOND.
N. Y.—Following schedule figures published only as information and are not guaranteed.
9:00 A. M.—Daily—Local for Charlotte. 11:00 A. M.—Daily—Limited—Buffet Broker to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham. 8:00 P. M.—Ex. Sunday—Knoxville Local. 12:00 A. M.—Daily—Limited Pullman ready 9:30 P. M. for all the South. YORK RIVER LINE.

Trains Arrive Richmond
4:30 P. M.—Ex. Sunday—To West Point, connecting for Baltimore Monday, Wednesday and Friday. 2:15 P. M.—Monday, Wednesday and Friday—Local to West Point. 4:30 A. M.—Ex. Sunday—Local to West Point.

Richmond, Fredericksburg & Potomac R.R.
SCHEDULE EFFECTIVE JAN. 4, 1909.
TO AND FROM WASHINGTON AND BEYOND
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